

1. (currently amended) An air suspension anti-roll stabilization system comprising air suspension means of at least two air bags mounted upon an axle via respective leaf spring suspension arms of an associated vehicle on respective opposed sides of a longitudinal axis of the vehicle, with the axle being located at least partially with respect to a frame or chassis of the vehicle by means of said leaf spring suspension arms which are located on respective opposed sides of the longitudinal vehicle axis and of which each has one end mounted pivotally to the vehicle frame or chassis by means of [wherein] anti-roll means which is of a generally straight shape and is connected rigidly and directly between the pair of longitudinal leaf spring suspension arms; and

wherein the longitudinal suspension arms upon which the air bags are mounted act as beams which are pivotally mounted at their one ends to the frame or chassis of the vehicle during normal vehicle motion and which are caused to act as beams which are fixed or tending towards being fixed at their pivotally connected ends by the anti-roll means during roll motion of the vehicle.

2. (currently amended) A system according to claim 1, wherein said anti-roll means is connected between connection points corresponding to points at which the one end of each suspension arm is pivotally mounted to the frame or chassis by the anti-roll means, such that [[it]] said anti-roll means adds transverse, torsional stiffness to the suspension arms at the connection points during vehicle roll.

3. (original) A system according to claim 1, wherein said anti-roll means comprises an anti-roll bar or tube.